

Mails.

THE HONGKONG HOTEL CO. LIMITED
HONGKONG
HONGKONG, 2nd January 1964

AMOY.

The U. S. S. *Albatross*, Commander Chas. S. Long, arrived to-day (Jan. 15th) from Negros. We regret to state that the Norwegian barque *Henrik Olsen* which left Amoy on the 20th ultimo for Taiwan, struck on Sable Island (Pescadore) in thick weather, on the evening of the 30th and became soon a total loss. The Captain and crew only saved their naked lives, and arrived here to-day in the Revenue Cruiser *Felipa*.

The sad, and most unexpected death of Mr. J. Gration Cass yesterday morning, the 4th inst. has plunged our whole community into mourning, and has caused a more profound sensation than can well be remembered by anyone.

Mr. Cass rose yesterday as usual, and seemed to his friends in excellent health and spirits. Between 9 and 10 he was seized with an attack in the heart, and expired before any assistance could arrive.

The shock has come upon us so suddenly it is almost impossible to believe that one so well known and valued has been taken away, and it will be long before the community can fully realize the loss.

To his own more immediate and intimate friends the grief is extreme, and even to those who knew him less the blow has been most sudden; for Mr. Cass had not only for many years been a prominent figure amongst us, but his amiable disposition and kindly manner secured him friends amongst, and endeared him to all he came in contact with. The head of a leading firm of merchants, quick, intelligent, and a first rate man of business; always ready to take an active part in any question which concerned the welfare of the community, and in any amusements which might be going on; kind and generous to all who sought his assistance; a hospitable and genial host, and a fast friend, he was always extremely popular, and it may be said of him with truth that we could well have spared a better man.

The funeral this morning was attended by the entire community, and the service most impressively read by the Rev. Dr. Macgowan.—*Gazette*.

FOOCHOW.

H.M.S. *Kestrel* arrived at Foochow on Tuesday last, and took up her usual position, opposite the Customs House. It is understood that her visit will be of short duration.

From the appearance of the surrounding country, we fear that the extraordinary, and almost unprecedented, severe weather which prevailed during the latter part of last week, will seriously affect agriculture. The desired rain, after the long drought, had just nicely started the young crops, when the cold sleet which fell during the night of Friday, and was succeeded by a sharp frost, occasioned considerable damage to the unprotected cereals. The orange groves do not appear to have suffered to any great extent; in fact the greater portion of the fruit had been gathered. The trees are now being stripped of the residue to prevent them bursting, which is always the consequence after a frost preceded by rain. We understand that this year's harvest has been wonderfully prolific, and this is fully borne out by the appearance of the bowed down trees, which take some time to recover erectness after bearing the golden load.—*Herald*.

SHANGHAI.

We hear that the China Merchants' S. N. Co. has given orders that all their employees ashore and afloat must walk up to the company's doctor and get vaccinated.

We are informed that the Secretary of State for Foreign Affairs has by wire ordered the British Consul here to notify the Chinese authorities that the Eastern Extension Cable is to be landed forthwith, and should the Chinese obstruct they will do so at their peril. We understand that the British Consul has instructions to carry matters through without delay.

It is our painful duty to chronicle the saddest case on record in the history of the foreign settlements of Shanghai; a man, who for many years has prevailed throughout the foreign community, and will be echoed in all the treaty ports. Mr. R. P. Hunter, who has for some six or seven years been a clerk in the firm of Messrs. Jardine, Matheson & Co., died at the General Hospital last night, after three days' terrible suffering from that most terrible of all diseases—hydrophobia. He had been bitten in the hand by an English terrier between two and three months ago. He was preparing to go home on twelve months' leave; in the end of last week he was in high spirits and apparently sound health, and cheerfully spoke of his home trip; on Sunday morning he was on board a steamer bidding good-bye to friends leaving port, as he expected to leave by the next mail himself; but that same afternoon he took ill and was removed to the hospital in the evening. His sufferings there are too painful to relate; the hopelessly fatal disease worked its course, alternating madness and lucid intervals. All doubt brought the only relief. His illness became known to the public on Monday, and during that day and yesterday, the first question on everybody's lips was to ask for his welfare. He was so well liked by everyone who knew him, and his fate is so tragic that it affected the whole community. Mr. Hunter was a prominent member of the Shanghai Rowing Club, and many a time has pulled over the course on the Soochow Creek at thereabouts, and frequently won single sculling races. He was also a very active member of the Victoria No. 8, a member of the Fire Brigade, and further, on the night of Friday night, at the fire on the French Consulate, he was there and amongst the foremost as usual. He was also a member of No. 1 Co. S. V. C. Deceased was 30 years of age, born in Virginia, and his father, Mr. W. C. Hunter, late of Canton, and author of "The Fan Kwas of Canton," now resides in Paris. The funeral will take place to-morrow afternoon at four o'clock at the New Cemetery.—*Mercury*.

Dean Butler writes to say that he has finally resigned his connection with Trinity Cathedral. A foreigner in the Settlements has discovered a "loophole" which will instantly obliterate the palm of a great. The discovery consists of a Chinese proverb called *Hing-yeung*, which the natives use for dying persons. This is mixed with the white of an egg and diluted alcohol, and applied externally. We learn that a foreign medical gentleman is experimenting with it.

The Naval Court, to enquire into the loss of the steamship *Wah* will be held at the British Vice Consul's office at 10 a.m. to-morrow the 19th instant. The Court will be composed of Mr. B. C. G. Scott, H.B.M.'s Vice Consul, President, and Captain Wornley, of the *Shard*, Mr. A. J. Symons, P. and O. steamer, and an officer, belonging to H.M.S. *Cleopatra*.

We hear that Messrs. Farman and Co. have obtained the tender for the construction of a new steamer for the Indo-China Steam Navigation Company. The new vessel is intended for the Yangtze trade, but will be larger than those now running in connection with the above company, and considerable improvements will be effected in the internal arrangements. The steamer will be built at Fushan.—*Courier*.

FRANCE AND TONGKIN.

When the last English mail left London the much talked of French expedition would appear to have been at least temporarily abandoned. The Paris correspondent of the *Daily News* says:—

"The abandonment of the expedition to Tong King, for that is the meaning of the announcement that it is suspended till reports come from Commander Riviere, is a direct consequence of M. Gambetta's death. Commander Riviere was an intimate friend of a lady whose name is now in all the papers, and who persuaded M. Gambetta to prompt the Government to make a foray in Tong King."

The Chamber of Commerce of Paris has just pronounced in favour of the establishment of a serious and definitive protectorate over Tong King. At its last meeting it was decided that a deputation should wait on the Minister of Foreign Affairs, with a pressing appeal pointing out the immense advantages to be derived for France from the establishment of a French protectorate. It is stated in a letter just received from Halphong, Tong King, that since the news has been spread about that no expedition will be sent to Tong King the insolence of the Annamite Mandarins has become insupportable. It concludes, "Our prestige here is lost if the season is allowed to pass without reinforcements being sent out."

The *Temps* has published another letter from its correspondent at Hanoi, who writes:—

"Although the two Chinese army corps have withdrawn from Tong King they have left small garrisons in several of the towns and villages situated in the north of the province. Meanwhile the Governor of Cochinchina, M. Le Myre de Villers, who is about to be superseded by M. Thompson, has given Commander Riviere instructions to the effect that, as the French Government cannot tolerate the meddling of the Chinese or their agents in its affairs in Tong King, he must henceforth treat as avowed enemies all Asiatics who may impede French operations, whatever their character may be. Any one who may be found wearing a uniform of the Chinese army must be at once arrested and sent to Saigon. The Commander is recommended to take these men prisoners, and not to shoot them except in the event of their offering a vigorous resistance. As for the black flags, or pirates, as they are out of the pale of international law, there is no reason why they should receive the same mild treatment. Commander Riviere has deemed it right to communicate the tenor of his instructions to the native authorities, with the object of thus effecting its transmission to the ears of the Chinese Generals. But this step seems to have already led to some difficulties, collisions having occurred between the Chinese and French at Hanoi."

"EVERY MAN HIS OWN LAWYER."

Sir Richard Temple Rennie, the new Chief Justice of H.B.M.'s Supreme Court in China and Japan, sat on the bench for the first time in Shanghai on Wednesday morning, the 14th inst. The occasion was the annual revision of the Jury List when an opportunity is offered to anyone to come forward and show cause why his name should not be included in the list of loyal and registered British subjects who are prepared to devote their time and attention to Coroner's inquests or trials by jury.

The Court presented a desolated aspect. Samples of "old lion camlets" still lay about the counsel's table—relics of the *cause celebre* heard in November last. Three reporters were present, eager to get something to do. The general public were absent.

Mr. Henry Evans, of Monk Sherbourne, appeared with a law book under his arm, and took his seat behind the Counsel's table.

When the Chief Justice had taken his seat on the bench, Mr. M. Jones, Clerk of Court, asked Mr. Evans if he had any objection to make to his name being placed in the Jury List for 1883. Mr. Evans—Yes, I am over 69 years of age. His Lordship—Don't find that that is any reason for exempting you, Mr. Evans. The Order in Council, Rule 27, gives the exceptions, but it does not say anything about age. If your ground for objection was that you were afflicted with mental or bodily infirmity, then we might consider it.

Mr. Evans—There's an Act of Parliament exempting people who are under 21 and over 60 years of age.

His Lordship—What is that Act? I find no allusion to it here.

Mr. Evans—It is the Act 6 George IV. chap. 50, which provides that a man between the age of 21 and 60 has to serve on a jury of the county in which he resides; but over 60 years it is not so.

His Lordship—What book have you got there? Mr. Evans—This is "Every Man His Own Lawyer."

His Lordship—Ah, an excellent book! Give it to me, please. (The book was then handed to his Lordship, who looked up the quotation and remarked)—That is the only ground on which you claim exemption!

Mr. Evans—I may also say I am very often afflicted with gout, and am unable to get out.

His Lordship—That would apply to a particular case on which you were called, but it would not be a general disqualification for you. If you are afflicted with any permanent mental or bodily infirmity, that would do.

Mr. Evans—I think gout is enough.

His Lordship—You don't generally get any sympathy for it.

Mr. Evans—It is very difficult to sympathise with others, but I can sympathise with others who have gout.

His Lordship—These are only temporary matters, not permanent disabilities.

Mr. Evans—I suffer from it all the time, unless I can get my leg up for a few hours.

His Lordship (having seen the Clerk of Court for a law book from the Court library, and having looked up the Act 6 George IV. chap. 50) said—It is a grave question how far this Act applies. It applies specially only to the counties of England and Wales. Here, in the Order in Council, there is no allusion to it. However, I think it is perfectly reasonable, seeing that such an exemption is made in England that the same exemption should be made here; and as it is a matter within my discretion, I shall be most happy to have your name struck off the list.

Mr. Evans—It seems to me that the intention of the Legislature was that a man under 21 was in his infancy, and a man over 60 years was in his second infancy. I must be supposed to be in my second childhood. I thank you, Sir, for exempting me.—*Mercury*.

STEAMERS EXPECTED.

The Austro-Hungarian Lloyd's steamer *Venezia* left Singapore for this port, on the 13th inst., and may be expected here on or about the 23rd.

The O. S. S. Co.'s steamer *Dartmouth*, from Liverpool, left Singapore for this port, on the 16th inst., and may be expected here on or about the 23rd.

The D. D. R. steamer *Eliza*, left Singapore on the 17th inst., and may be expected here on or about the 23rd.

The steamer *Torpedo*, left Sydney on the 3rd inst., and may be expected to arrive here about the 27th.

A STEAMER SUNK IN PRINCE'S DOCK, BOMBAY.

Yesterday forenoon, says the *Bombay Gazette* of the 25th ult., an unfortunate collision between two steamers occurred in the Prince's Dock, resulting in the sinking of the steamship *Infatigable*. It is somewhat consolatory to remember that such a serious accident as happened yesterday has not occurred in the dock since it was opened by Sir Richard Temple on the 1st January, 1880. The *Infatigable*, having on board general cargo and the cargo saved from the wreck of the *Myrtle Hall*, entered the dock yesterday morning, and was berthed opposite the M. shed on the east wharf. About 10.15 a.m. yesterday while a *Clan Line* steamer, the *Clan Ogilvie*, was being taken from her berth on the west wharf towards the dock entrance, she collided seriously with the *Infatigable*, the result being that the latter vessel was cut down about thirty feet forward from aft on port side, and sunk up to her quarter deck. The *Clan Ogilvie* had a hole in her bow just above water, and her bow plates were bent. During the late measures were being adopted to float the *Infatigable*, by having deep-plank lining properly secured inside and out, and the space between the planking filled in with cement, so that she might float with the next tide.

The following is the official account of the accident:—At 11.15 a.m. a most serious collision took place in dock between the steamship *Clan Ogilvie* and steamship *Infatigable*, resulting in the former sinking the latter vessel. The *Clan Ogilvie* was being brought to the dock entrance from her berth on west wharf, and the *Infatigable* had just entered the dock and been placed at M. berth on the east wharf. The *Infatigable* is cut down about 30 feet forward from aft on port side. The *Clan Ogilvie* has a hole in her port bow just above water, and her bow plate is bent. The cause of the accident is reported to be that the engines of the *Clan Ogilvie* were moved ahead instead of astern as ordered. The *Clan Ogilvie* anchor was let go before the collision took place. The *Infatigable* is laden with general cargo.

About 2,000 men were at work yesterday on the two steamers. The *Clan Ogilvie* will require a couple of new plates, but it is hoped she will be able to leave the dock to-morrow. The *Infatigable* is in a very bad way, indeed, having been cut into for a depth of about three feet. There is a great hole, some 15 feet wide, in the bows, and yesterday afternoon men were busy taking out the heaviest part of the cargo, such as iron rails, &c., in order to lighten the vessel, so that pumps might be used and the fracture covered with a temporary arrangement of planks, waiting for the tide when the accident occurred, the *Infatigable*'s decks went under water, but at low tide the deck and other of the upper parts of the ship were above water. A large number of people visited the dock during the day for the purpose of seeing the submerged vessel. The cargo of the *Infatigable* is of a very miscellaneous character, and includes a large quantity of piece-goods. She had also on board the season's samples of cotton sent out by the Liverpool Cotton Association. The damage of these samples will be an incalculable loss upon the cotton trade of Bombay, and the uncertainty as to quality will no doubt lead to many disputes; for some weeks must elapse before fresh standards can be sent out, although, we believe, they were telegraphed for yesterday. We understand that a large quantity of disinfecting powder for the Municipality of Bombay formed a portion of the damaged cargo of the *Infatigable*.

There is not the slightest doubt as to the *Clan Ogilvie* being at fault in this affair. The second engineer of that vessel was on duty when she was leaving the dock. He was called away from the telegraph for a moment or two, and in his absence the man acting in command of the engine gave him to move slow astern, and went straight ahead; the consequence being that the vessel cut into the *Infatigable* before the second engineer had time to reverse. This is the first voyage of the *Clan Ogilvie*, a fine new steamer, which seems to be as ill-fated as some of the other vessels of the line to which she belongs. The loss by damage to the cargo of the *Infatigable* must amount to several thousands of pounds; and was due solely, so far as can yet be ascertained, to a mistake made on board the *Clan Ogilvie*, the proprietors of the latter vessel will probably have a big bill to pay.

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Hongkong, 19th February, 1883. [149]

HONGKONG RACES—1883.

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TRUTH.

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SAN FRANCISCO BULLETIN.

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GRAPHIC.

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